

## DETAILED ACTION

### ***Response to Arguments***

1. Applicant's arguments with respect to claim 1 have been considered but are moot in view of the new ground(s) of rejection.
2. Claims 1-5 have been canceled.
3. New Claims 13 and 14 have been added.
4. New claims are supported by specification.

### ***Claim Rejections - 35 USC § 102***

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

5. Claims 6 and 9, 11-12 are rejected under 35 U.S.C. 102(b) as being anticipated by Thaxton a US patent 6,188,139.
6. Regarding claim 6, Thaxton'139 discloses a marine power distribution arrangement Turbo machine (Fig.2) propulsion system for ships comprising: a driving machine (11) and a synchronous, inherently permanent magnet electrical generator (12) ("Fig. 3 does not show any excitation input to the magnet"), an electrical output and a plurality of poles, powered directly by the driving machine; a synchronous, permanent magnet electrical propulsion motor (41) having a plurality of poles, powered by the output of the electrical generator (see Fig. 2), with a fixed and direct electrical connection thereto; and a propeller (Fig.2) or similar propulsion device operated by a mechanical connection (40) to the electrical

propulsion motor (41), the electrical generator and the electrical propulsion motor having operating characteristics which are substantially the same (they both synchronous type machine) .

7. Regarding claim 9, Propulsion system of Thaxton'139 the output of the electrical generator is additionally connected to a branch circuit for feeding a consumption network ( see Fig. 2 a converter/rectifier/inverter ) being provided between the output and the branch circuit to provide a stable frequency from the generator.

8. Regarding claim 11 and 12 Propulsion system Thaxton'139 teaches also, a frequency converter (55/57) being provided between the auxiliary generator and the consumption network further the engine is a diesel engine (6) or gas turbine engine.

***Claim Rejections - 35 USC § 103***

9. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

10. Claims 7,8,10, 13 and 14 are rejected under 35 U.S.C. 103(a) as being unpatentable over Thaxton'133 further in vie of Botvinnik US Patent 3,859,578.

11. Thaxton'133 teaches all limitation of claimed invention except the ratio between the number of poles in the generator, the number of poles in the propulsion motor of 3:1 to 1:20 and the generator having fewer poles than the propulsion motor and an auxiliary generator.

12. Claim 10 is rejected by Botvinnik US Patent 3,859,578.
13. Botvinnik '578 discloses a system having a main generator and an auxiliary generator (35) and inherently a converter unit (38) for the use of devices inside the ship.
14. It would have been obvious to one having the ordinary skill in the art at the time the invention was made to combine Thaxton'139 Marine generating system with an auxiliary generator taught by Botvinnik '578 for the purpose of additional power supply for the system.
15. Also it would have been obvious to one having the ordinary skill in the art at the time the invention was made to provide a ratio between the number of poles in the generator and the number of poles in the propulsion motor of 3:1 to 1:20 and having the generator with fewer poles than the propulsion motor for the improvement of operation, since it has been held that discovering an optimum value of a result effective variable involves only routine skill in the art. In re Boesh, 617 F.2d 272 205 USPQ 215 (CCPA 1980).
16. Any inquiry concerning this communication or earlier communications from the examiner should be directed to IRAJ A. MOHANDESI whose telephone number is (571)272-2028. The examiner can normally be reached on Monday -Thursday.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Tulsidas Patel can be reached on 571-272-2098. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Iraj A Mohandes/  
Examiner, Art Unit 2839 October 011/2009

/Julio C. Gonzalez/  
Primary Examiner, Art Unit 2839